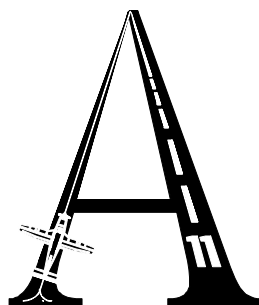
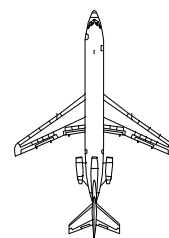




**Western
Pacific
Region**



airporTopics



**Airports
Division**

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010
(415) 876-2804

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P.O. Box 92007 World Way Postal Center
Los Angeles, California 90009
(310) 297-1240

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Winter

1998

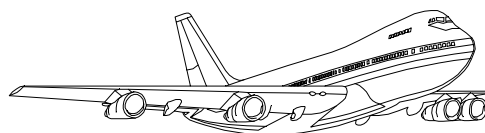
Funds at Non-Hub Primary Airports

Section 123(a) of the 1996 AIP Reauthorization Act amends 49 U.S.C. 47117(b) to extend by one year the length of time that non-hub primary airports may use funds apportioned on the basis of passenger boardings. As a result, sponsors of non-hub primary airports may use primary entitlement funds in the year in which they are first apportioned and in the three succeeding fiscal years. States and all other airports sponsors still must use apportioned funds no later than the end of the second fiscal year after which they are first apportioned. Sponsors of non-hub primaries are reminded to take this feature into account when preparing or revising their capital improvement plans.



Debarred Bidders List

General Services Administration provides a "List of Parties Excluded from Federal Procurement and Non-Procurement Programs." The list is an up-to-date source of information on those firms and individuals that have been suspended, debarred or otherwise excluded from Federal Procurement and Non-Procurement programs. The web address for the list is: <http://www.arnet.gov/epl/>.



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When an Accident Occurs

The following are National Transportation Safety Board (NTSB) guidelines for civil aircraft accidents for local and state authorities, coroners and medical examiners.

These guidelines can also act to remind airport operators what they need to do to assist the accident investigation crew at their airports.

RESCUE - The occupants

GUARD - The wreckage - Allow no one inside the wreckage area other than those necessary for occupant removal, firefighting, and the possible removal of mail and cargo when necessary to protect it from further damage. Items removed for protection must be retained locally for examination by a Federal Air Safety Investigator.

ADVISE - The County Coroner/Medical Examiners - Fatally injured occupants of the aircraft should be held for possible pathological and/or toxicological examination prior to embalmment.

IDENTIFY - The position of fatalities - Prior to removing the remains of fatally injured occupants, tag, or otherwise identify each body, and mark its location in the wreckage or on the ground (photograph in position, if possible).

PERMIT - News media coverage - Accredited news media may be permitted to enter and photograph the area as long as the wreckage is not disturbed.

NOTIFY - The local authorities, the National Transportation Safety Board and the local FAA Flight Standards District Office (FSDO).

Wildlife Strikes

The latest report on Wildlife Strikes to Civil Aircraft in the United States 1992-1996 is now available. This report contains statistical data on the types of wildlife commonly struck, the different phases of flight where strikes are commonly encountered, parts of the aircraft commonly struck and damaged, reported monetary losses resulting from wildlife strikes and time of occurrences.

If you would like a copy of this report, please fax in your request to:
AWP-622.1, Safety Section at (310) 536-8600
or on the internet at
<http://www.faa.gov/arp/strkrpt.pdf>.



Conveyance Deeds

The U.S. Government has conveyed surplus and non-surplus federal land to eligible public agencies to be used for aeronautical purposes. Each form of conveyance grants benefits and creates distinct duties and obligations.

Surplus federal land was conveyed under **Section 13 of the Surplus Property Act of 1944**. The Act authorized conveyance of property that was surplus to the needs of the federal government. The law granted authority to convey property that was intended to be used for the operation and maintenance of an airport. **Public Law 80-289, approved July 30, 1944, amended Section 13 of the Surplus Property Act** authorized the conveyance of real and personal property needed to develop sources of revenue from non-aviation uses at public surplus airports. **Public Law 81-311 further amended the Surplus Property Act** to allow the FAA to grant releases from the terms, conditions, reservations, or restrictions contained in surplus property instruments to enable the airport owner to derive income from non-aviation uses when airport property was not needed for airport purposes. The Surplus Property Act and its amendments gave the FAA authority to approve the use of airport land to produce revenue from non-aeronautical activities and to convert airport land from aviation to non-aviation use.

Federally-owned land which is not surplus may be conveyed for airport purposes under authority contained in **Section 516 of the Airport and Airway Improvement Act of 1982**. Similar authority existed in **Section 16 of the Federal Airport Act of 1946** and **Section 23 of the Airport and Airway Development Act of 1970**. Unlike the Surplus Property Act, as amended, non-surplus land may not be conveyed for the specific purpose of revenue production. Instruments of conveyance executed under Section 16, 23, and 516 impose certain obligations regarding use of conveyed land. Among the obligations is the requirement that land be used exclusively for aeronautical purposes. In the event this land is not used or developed for aeronautical purposes, a provision within the conveyance deed provides for the reversion of the property interest to the United States.

As compared to surplus property, more stringent use restrictions apply to properties acquired under Section 16, 23, and 516. There is no authority under the laws to convey property for the purpose of generating income from non-aviation use. Furthermore, there is no authority for the FAA to modify the conditions of a conveyance or to grant a release from any of its terms and conditions. Legislative action is required to obtain a release from any of the conditions and covenants contained in the conveyance deed. The FAA may consent to a temporary incidental use for non-aviation purposes of aeronautical property; for example, agricultural within or adjacent to the runway protection zone. Approval of any incidental use does not have the effect of releasing the property from any term, condition, restriction, or covenant of the applicable conveyance document. FAA consent for an incidental use can be granted only if it is determined that such property will not be needed for any aviation use during the short-term period contemplated for incidental use, normally not to exceed three years. Any extension or renewal of an incidental use agreement is contingent upon receiving a new FAA determination that such land will not be needed for any aeronautical use during the proposed renewal period. Investment in incidental use property is a risk taken by the investor and shall not be a factor in considering any incidental use agreement.

Revenue equivalent to fair market value must be obtained for incidental and non-aviation uses of airport property and the income received must be used to support the maintenance, operation, and development of the airport. Property may not be rented at a discount, for a nominal consideration, or for the purported value of intangible benefits.

Before contemplating non-aeronautical activities on your airport, be sure to understand the conveyance deed provisions and confer with the FAA on any airport land use proposal.

Airport Technical Advisory

Subject: Electromagnetic Interference (EMI) induced by L-828, Silicon Controlled Rectifier (SCR) Type, Constant Current Regulators (CCRs)

Some airports have discovered the presence of excessive levels of electromagnetic interference (EMI) which degrades the performance of some of the airports' air navigational systems, i.e. Runway Visual Range (RVR) glide slope localizers, ATCTs, etc. EMI induced by L-828, silicon controlled rectifier (SCR) type, constant current regulators (CCRs), increases the possibility of interference at levels that causes some of the navigation aids to malfunction. The following are some of the cautionary steps that may help decrease the presence and/or adverse effects of EMI in the airport environment.

- 1) Cables for airfield lighting circuits should not be installed in the same conduit, cable duct or duct bank as control and communication cables.
- 2) Cables for airfield lighting systems should not be installed such that they cross control and communications cables.
- 3) In some cases, harmonic filters may be installed at the regulator output to reduce the EMI emitted by the CCR. These filters are available from some CCR manufacturers.
- 4) Spare control and communications cables should be grounded.
- 5) Inform manufactures, designers, engineers, etc. about the existing navigational equipment and the potential for interference.
- 6) Electromagnetic compatibility between new equipment and existing equipment should be a requirement in project contracts. Operational acceptance tests may be required to verify compliance.

The Federal Aviation Administration is modifying Advisory Circular, 150-5345-10E, Specification for Constant Current Regulators and Regulator Monitors to decrease the presence of EMI in the airport environment.

For more information contact John Rice at (202)267-8745 or Pamela Whitley at(202)267-3118.

Airport Assignments

Effective November 10, 1997, Western Pacific Region's Hawthorne office, Standards Section, Reassigned development responsibilities to its Program Engineers for both Southern California and Arizona airports. Planner responsibilities (Margie Drilling, AWP-621.3) remain unchanged. The following list is provided for your use and dissemination:

CHARLES McCORMICK/AWP-621.1: (310) 725-3626

SAN BERNARDINO COUNTY (CA)

All *except* Ontario International and Upland (Cable)

DAVID DELSHAD/AWP-621.2: (310) 725-3627

COCONINO COUNTY (AZ) - All

LA PAZ COUNTY (AZ) - All

MOHAVE COUNTY (AZ) - All

YUMA COUNTY (AZ) - All

RIVERSIDE COUNTY (CA) - All *except* Palm Springs Regional

MARGIE DRILLING/AWP-621.3: (310) 725-3628 (PLANNER)

Administers all Airport Master Plans/ALPs for Standards Section
Monitors Airport Annual Financial Summary Reports for Standards Section
Monitors Pavement Maintenance Obligation Program for Standards Section
Monitors ACIP annual submissions

MANUEL ESCOBAR/AWP-621.4: (310) 725-3629

APACHE COUNTY (AZ) - All

COCHISE COUNTY (AZ) - All

COCONINO COUNTY (AZ) - All

GRAHAM COUNTY (AZ) - All

GREENLEE COUNTY (AZ) - All

NAVAJO COUNTY (AZ) - All

PIMA COUNTY (AZ) - All

PINAL COUNTY (AZ) - All

SANTA CRUZ COUNTY (AZ) - All

KERN COUNTY (CA) - All

RUBEN CABALBAG/AWP-621.5: (310) 725-3630

INYO COUNTY (CA) - All

LOS ANGELES COUNTY (CA) - All *except* Long Beach

SAN BERNARDINO COUNTY (CA) - Upland (Cable) and Ontario International only

ERIC VERMEEREN/AWP-621.6: (310) 725-3631

IMPERIAL COUNTY (CA) - All

ORANGE COUNTY (CA) - All

RIVERSIDE COUNTY (CA) - Palm Springs Regional only

SAN DIEGO COUNTY (CA) - All

KEVIN FLYNN/AWP-621.7: (310) 725-3632

LOS ANGELES COUNTY (CA) - Long Beach only

SANTA BARBARA COUNTY (CA) - All

VENTURA COUNTY (CA) - All

MARICOPA COUNTY (AZ) - Phoenix Deer Valley

Phoenix Goodyear

Phoenix Sky Harbor

RUDY VICTORIO/AWP-621.8: (310) 725-3633

MARICOPA COUNTY (AZ) - All *except* City of Phoenix Airports (Deer Valley, Goodyear, Sky Harbor)

GILA COUNTY (AZ) - All

YAVAPI COUNTY (AZ) - All

U.S. DEPARTMENT
OF TRANSPORTATION
**FEDERAL AVIATION
ADMINISTRATION**
P.O. BOX 92007 WORLDWAY POSTAL
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LOS ANGELES, CA 90009-2007